

TRAVELS

Thursday I followed the morning traffic into Washington, to gawk at bureaucratic blocks of granite and marble, monuments to Lincoln and Iwo Jima, the Kennedy gravesites at Arlington, and Gerald Ford's temporary residence. I made a wrong turn in the capitol city and entered a section of slum dwellings spotted with sullen porch-sitters. In daylight it was depressing; after dark I suspect most Washingtonians would avoid the area.

While I was away from home a neighbor expressed to my wife concern about my safety. He said he wouldn't drive through the U.S. countryside with car windows down or doors unlocked, let alone on a motorcycle, camping overnight in the open. He mentioned encountering urban hooligans and motorcycle gangs on one recent trip.

In the past three years I have walked alone at night in the downtown areas of San Francisco, Chicago and Boston without incident, so I was not expecting trouble on the cycle tour. In the long run, likely we will get what we expect. I feel that when unreasonable fear of urban criminals restricts reasonable activities of honest citizens, a nation loses far more than the cost of injury, death and damage caused by crime. Evil men do their worst by confiscating our freedom to use public thoroughfares and transit systems. I believe good men have a social duty to fight the temptation to abandon space and rights of access. Without being foolhardy, we have a responsibility to resist the seizure of common ground by those who would misuse it.

Heeding a specific warning about a marauding marksman seemed appropriate in rural Pennsylvania; shunning all of downtown America after dark seems to me to be unacceptable. But I may be mistaken.

I left Washington after lunch on Thursday. The Ducati GT's long strides covered Maryland and half of Pennsylvania along U.S. 151 to Lewisburg and a campground on the shore of the Susquehanna, in three or four hours. The sight of Harrisburg across the river from U.S. 15, with a long bridge of girders burnished by the afternoon sun, was memorable.

I sat in a swinging chair with a good cigar, watching children in the murky Susquehanna until well after dark. In this campground, as in the others, I was about the only tent. Many spaces were taken by camping units left through the season for weekend and holiday use by residents of nearby cities.

There were just over 300 miles to cover Friday. I decamped by 8 am, feeling somewhat the accumulated burden of the 1,100 miles of the previous four days. Like the motoring tourists at the Shenandoah overlook I had tried to travel too far and see too much in not enough time.

I stopped to buy some food and beer toward mid-day, halfway across the New York state neck between Corning and Buffalo. There was a car close behind and the highway curved downward, to reveal a roadside store across an intersection on the right. I didn't want to squeeze on the binders sharply in front of my closely following friend, so I pulled off the highway intending to do my braking while crossing the sideroad and store parking lot. When I could see these surfaces were gravel-strewn it was too late to change tactics. The Duke didn't go down but it came closer than I want to get again. The downshifting and fishtailing completely disconcerted an elderly patron leaving the store.

Two miles along, I lunched in cool shade in a peaceful cemetery. Graveyards have a good deal to offer ... provided you're free to leave when you like.

A few hours later, I was back where I had started, some 1,500 miles and five days earlier. Cost of fuel, tolls, food, postcards, etc., was under \$65. It rained the day before I left and the day after I got back, but not at all in between.

Gran Turismo!

Classified ads

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PARTS FOR SALE: 1975 860 GT front fender retail \$59.80; asking \$25. Rear fender retail \$67.50; asking \$30 Dual seat (early type that covers rear frame loop) retail \$112.50; asking \$50. All parts in excellent condition and were removed to customize bike. Edwin M. Specht, 3235 Wheat St., San Diego, CA 92117. Phone: 714-273-1830.

MORE POWER FOR LESS MONEY - 30mm Dell'Orto carbs bored to 32mm, 38mm bored to 40mm \$16.00 per carb. Send disassembled carb body with plastic manifold insert. Custom fabrication - triple clamps, rear sets, etc. at reasonable prices. Michael Moore 2311 40th Ave., San Francisco, CA 94116 (415)664-1353 after 4pm.

DUCATI SCRAMBLER PARTS 1969-1971 BRAND NEW 250, 350 models will fit either. 1 muffler pipe \$65.00, 1 chain guard \$15.00 these parts have never been used. Contact Patti Pillion, 290 Newtonville Ave, Newton, MA 02160 (617) 332-5215.

DUCATI 750 SPORT, Excellent condition - a bike you'd be proud to polish, love, and ride. Runs just great. Economic conditions force sale. \$1995.00. Michael Jordan (912) 964-7740.

PARTS FOR SALE: 1 - Electronic ignition starter - \$65.00 (for 860 GT-GTS, 900SS). 2-32mm Dell'orto pumper carbs \$30. each. 1 set crank throws for 860-900cc motor (new) \$50. Racecrafters motorcycle stand \$40. David Ellis 2241 W. Laskey #39, Toledo, OH 43613 (419)472-2540.

WANTED: 1974 Ducati Sport in good original condition. Will pay reasonable price. Dave (408) 269-6368.

WANTED: Duke 250, narrow case type (pre-1968). Prefer basket-case, parts bike, or restorable example. Any road-going model acceptable. Need just the basics: frame, rolling gear and engine. Need not be in running condition or complete. Tom Dudones (518) 891-0967 (after 6pm) 30 Ampersand Ave. Saranac Lake, NY 12983.

FOR SALE: 1980 Ducati 900SS, 3,000 mi, S&W shocks, Imola & Conti pipes. Imola and stock cams. 40mm & 32 Dell'orto's, solo and dual seats, plus all stock parts. \$4,500 firm. Michael Perrett, R.D.2 Oil City, PA 16301. (814) 676-3834.

1980 Ducati Desmo Super Sport 900SS Black - Absolutely immaculate, less than 5,000 miles, Campagnola wheels, K&N, Conti mufflers, completely stock and original. Faultlessly maintained - \$3,650 firm. Priced to sell. Also have 1970 BSA Victor - very clean - new piston, valves guides springs plus spare parts. Engine complete and original. \$450. Call Joe O'Connor 617-964-8543 after 7:00 pm or 617-254-3600 days or write Joe O'Connor c/o HILTI, Inc. 269 Western Ave., Allston, Mass. 02134

FREE PARTS: We have some Ducati parts left in stock. Some Safety Bars, Bucu Bag Mts, Luggage Racks, Headlights, and a few other parts. If you want them, they are free, just pay the shipping to you. AMOL Motorcycles, Inc., 103 West Shore Ave., PO Box 67, Dumont, NJ 07628 (201)384-1104

PUBLIC NOTICE

We would like to announce the formation of the first club for Ducati owners who have basements and garages full of Ducati singles that don't run. Mmmmm yessiree this one sounds like a winner to me. The club will be accepting applications immediately. One of the prerequisites is that you havta have at least two Ducatis singles with parts missing, grease and dirt all ova da place and a good coat of thick dust mixed over everything. Extra points go for supper rusty chain, original Varta battery without a damn drop of water and deader than a door nail, an original "upholstered two-by-four" seat ripped all to hell, a wisk broom painted gas tank with an STP sticker on it. At the first convention no bike is allowed to be in running condition. But if you have a bike that even Syd Tunstall would swear wouldn't run and it does well then you have the "No Way That Things' Going To Run" award. So come on guys leave those clunkers just da way they are cause now you can join this club and get the Newsletter packed fulla useless info like "How to give that Ducati that "been sitting in pieces for a long time" look, read about the guy who holds the record for keeping a bunch of old-beat-up singles in his garage without his wife nagging him half to death to get rid of them, and the guy who has postponed fixing one of them the longest time. For more info write to "DUCATI SINGLES IN PIECES IN A CORNER CLUB" c/o Bro. Ken Baiks, 1123 Dusty Corner Rd., Knot Running, PA. 2368